

Hongkong, 4th October, 1902.

HONGKONG
BUSINESS DIRECTORY.
BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work
FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1889.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

CHEONG LEE & CO., Furniture Store.
Established over 20 years. Importers and
Exporters, Teakwood Furniture, Black-
wood, Jewellery, &c., highest grade
best and cheapest. F. Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMAN'S
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hanoi
PHOTOGRAPHERS

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photo.
Views of China and Manila. Work
done for Amateurs; No. 3a, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants, 84, Agents for
Hartmann Rabin's Genuine Com-
position Red Head Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlery,
Provision and Coal Merchants, Sail-
makers, &c., Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers,
Tools, Brass and Iron Merchants,
144, Des Vaux Road.

MORE & SEIMUND,
25 and 26, Connaught Road, Praya Central.
Shipchandlers, Sailmakers, Riggers,
Commission Agents and General
Storekeepers. Sole Agents for
Shipowners' Composition ("Grey-
hound Brand") and Blundell's
Spence & Co's Composition

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates

GOVERNMENT NOTIFICATION.

Information has been received from
the Military Authorities that GUN
PRACTICE will be carried out from the
Sanatorium (Peak) on the 26th AUGUST,
1903, at an anchored target.
Practice will commence about 9 A.M., and end
about 9 P.M., if the range is clear.
By Command, F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 17th August, 1903. [2336]

NAVY CONTRACT.

TENDERS are invited for the supply of
UPHOLSTERING WORK for a
period of 12 months from the 1st of September,
1903, to H. M. Naval Yard, Hongkong.
Forms of Tender can be obtained on applica-
tion to the NAVAL STORE OFFICER,
H. M. Naval Yard, and should be returned not
later than NOON on 26th AUGUST, 1903.
A deposit of one hundred dollars will be
required when applying for Tender Forms, to
be returned if the Tender is declined.
Hongkong, 16th August, 1903. [2339]

ROYAL BRATD WATER'S
MANUFACTORY.

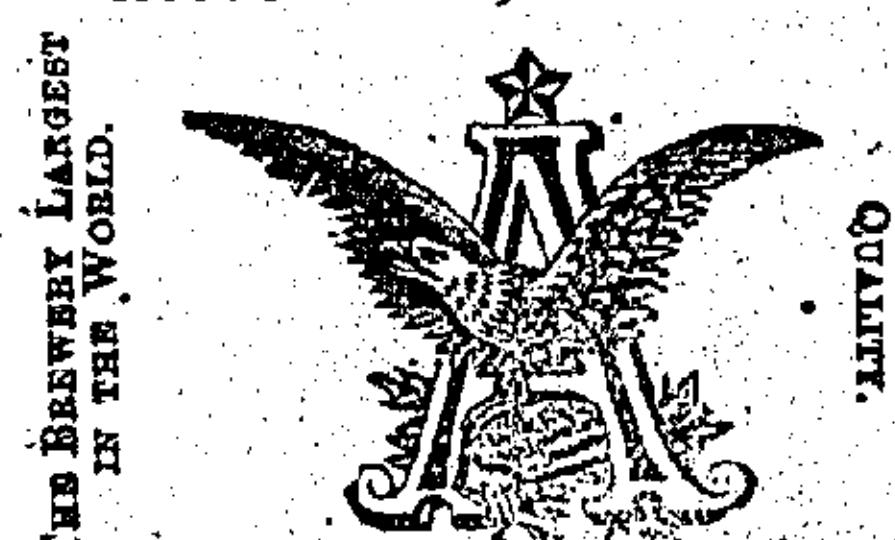
If you want a drink of health,
If the time that health is worth,
If you'd take your proper pace,
If for health you'd join the race,
Always with a smiling face,
Where you can get good drink I guess,
Pure water we always use,
Reserves many from which to choose,
Our list of drinks will amuse
Apply to—
F. P. DANENBERG, Manager,
Factory & Office—West Point, Telephone 347
Dorchester made and hand-over to the (On
Cheong Company to be built and kept as proof.

Witness—Kwok Cheung,
The Shun Wo Tsung,
So Young, on behalf of the vessel,
So On, his true handwriting.

4th February, 1901.
The vessel was to go from Hongkong to
Mindoro Island and convey goods damaged by
water back to Hongkong, and the charter was
granted for a term limited to three months.
The value of the vessel was fixed at \$15,000,
and the owner was to have the benefit of the \$10,000
insurance money if the vessel met with an
accident and could not be taken back to
Hongkong to be restored to the owner, the
owner bearing the other \$5,000 loss. It seems
the charterer effected the insurance and
deducted the premium out of his payment under
this charter. The charterer was to have
liberty to direct the vessel to sail or stop,
and if he wanted the services of the crew
for loading and discharging cargo he was
to arrange for their reward. The instru-
ments for dredging the wrecked goods were
to be supplied by the charterer. The
charter money of \$1,550 a month, payable
in advance, was to commence from 1st February,
1901; and accordingly the first \$1,550 was
duly paid. Two pilots were also put on board,
whose wages were to be paid by the
charterer, the captain not being familiar
with the locality to which the vessel was to
go. The charterer placed on board the ap-
propriate tools for salvage operations, and
the lorch was started for Mindoro on the
9th February, 1901. It unfortunately got
wrecked through a "peril of the sea" on 12th
February before reaching Mindoro. It is
admitted by both sides that the wreck was not
owing to the negligence of anyone; it was

BUDWEISER
BEER

EXTRA PALE LAGER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.
ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.



This Beer is brewed of best Saaz Hops and
finest Barley Malt only, and warranted not to
contain Chemicals in any form.
The Beer is sterilized after being bottled, and
full mature age insures its fine condition in any
climate. Beautifully bright, seductively sparkling,
and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents,
Hongkong, 25th July, 1903. [2117]

SUPREME COURT.

Saturday, 22nd August.
IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M.
GOODMAN (CHIEF JUSTICE).

A PERIL OF THE SEA.
In the matter of *On Wang, Pung Ling Sz*
v. *Tang Kow*, action No. 174 of 1902.

His Lordship delivered the following judg-
ment:—In this action, brought by the plaintiffs
to obtain payment from the defendants of a sum
of \$1,550.21, principal and interest due under a
promissory note, judgment was given in favour
of the plaintiffs last November, but execution
was stayed pending the hearing of a counter-
claim set up by the defendant claiming some
\$18,203.29 damages against the plaintiffs, in
respect of an alleged breach of a charter
party. The question whether the plaintiffs
in the action were liable, whether they had
in law committed a breach of a charter party
before the note was given, was argued
before me some days ago by Mr. Slade for the
plaintiffs and by Mr. Morgan Phillips for the
defendant (the charterer). It was arranged
that if I held the plaintiffs (the shipowners)
liable for breach of contract, the question of
the quantum of damages could be decided later on.
This judgment, therefore, deals with the
question—“Certain facts being admitted, do
such facts show a breach of charter party by the
shipowner rendering him liable to pay damages to
the charterer?” The facts out of which the
counter claim arose are as follows. Some time
before the charter party was entered into a
steamer, the *Fatani Maru*, was wrecked on or
near the island of Mindoro, in the Philippines,
and the defendant, who is an engineer
residing at Yaman, having made certain
arrangements in that behalf, was desirous of
salvaging as much as he could of the cargo of
that wrecked steamer. Accordingly he entered
into negotiations with the plaintiffs, who are
the owners of the *Shun Wo Cheung*, for the hire of
that vessel for three months with a view to facilitate
his salvaging operation, and to bring to Hongkong
so much of the wrecked cargo as he succeeded
in salvaging. The negotiations resulted in an
agreement in Chinese, dated the 4th February,
1901, being entered into between the owner of
the lorch (the plaintiff in the action) and the
On Cheong Company, who may be taken to be
in reality the defendant in the action. As the
plaintiff in the action is really the defendant in
the counter claim, I will, to avoid confusion
hereafter, call the respective parties the
“owner” and the “charterer.” The translation
of the charter party as certified to by the Court
translator to be correct is as follows:—

The maker of this writings for granting the
charter of a vessel is Captain So Young, who,
on behalf of the vessel-owner, So On, grants to
the On Cheong Company the charter of the
Shun Wo Cheung strongly-built lorch, with
brass-covered bottom, built by him (So On),
holding a capacity of about 7,000 plants, including
all the tackle on board, together with the
foreign rifle, cannon, gunpowder, shells and
shots all complete, and carrying a crew of sixteen
hands, So Young, the captain, and employees
and sailors included, valued at the price of
fifteen thousand dollars as agreed. It is
distinctly decided that (the vessel) shall go
from Hongkong to Mindoro Island in
Manila and convey goods damaged by water
back to Hongkong, and the term shall be
limited to three months. The charter-money
shall commence from 1st February, 1901, and
shall be one thousand five hundred and fifty
dollars per month payable in advance in bank-
notes. After the term of three months, if a
few days have elapsed, they shall be counted as
ten days and rent for same shall be calculated
accordingly; if over ten days have elapsed they
shall be counted as twenty days; if over twenty
days have elapsed they shall be counted as one
month; if one full month has elapsed it shall be
counted as one month and a day, and if further
time has elapsed it shall be counted in the
same way accordingly. After the vessel
has been chartered, the manager of the On
Cheong Company shall have the liberty to
direct the vessel to sail or to stop. Should
the On Cheong Company require the assistance
of the employees and sailors on board the
vessel in the loading and discharging of cargoes
additional wages must be arranged for com-
pensating or rewarding them. The instruments
for raising goods, pulleys, blocks, cables, ropes
and divers, etc., used for dredging the goods,
shall be supplied by the On Cheong Company.
In case of the vessel being detained by the
authorities on account of the infringement of
the Chinese or Western laws, or in case of such
like evils, the On Cheong Company shall at-
tend to it and settle it properly. If the em-
ployees and sailors violate any law the (owner
of the vessel) shall attend to it and settle it
properly. If the vessel meet with an accident
and cannot be taken back to Hongkong to be
restored to the vessel-owner (the On Cheong Com-
pany) shall voluntarily deliver the vessel-owner So On
the ten thousand dollars for which it is in-
sured by the Insurance Company in satisfaction
of the value of the vessel, as the remaining five
thousand dollars shall be borne by the vessel-
owner himself; this together with other sum
amounts to fifteen thousand dollars. This is
voluntarily agreed to by both parties and no
disputes under any pretext shall be allowed.
Least words of month should be paid in advance,
this writing for granting the charter,
forthwith made and hand-over to the (On
Cheong Company to be built and kept as proof.

Witness—Kwok Cheung,
The Shun Wo Tsung,
So Young, on behalf of the vessel,
So On, his true handwriting.

4th February, 1901.
The vessel was to go from Hongkong to
Mindoro Island and convey goods damaged by
water back to Hongkong, and the charter was
granted for a term limited to three months.
The value of the vessel was fixed at \$15,000,
and the owner was to have the benefit of the \$10,000
insurance money if the vessel met with an
accident and could not be taken back to
Hongkong to be restored to the owner, the
owner bearing the other \$5,000 loss. It seems
the charterer effected the insurance and
deducted the premium out of his payment under
this charter. The charterer was to have
liberty to direct the vessel to sail or stop,
and if he wanted the services of the crew
for loading and discharging cargo he was
to arrange for their reward. The instru-
ments for dredging the wrecked goods were
to be supplied by the charterer. The
charter money of \$1,550 a month, payable
in advance, was to commence from 1st February,
1901; and accordingly the first \$1,550 was
duly paid. Two pilots were also put on board,
whose wages were to be paid by the
charterer, the captain not being familiar
with the locality to which the vessel was to
go. The charterer placed on board the ap-
propriate tools for salvage operations, and
the lorch was started for Mindoro on the
9th February, 1901. It unfortunately got
wrecked through a “peril of the sea” on 12th
February before reaching Mindoro. It is
admitted by both sides that the wreck was not
owing to the negligence of anyone; it was

through a peril of the sea. The lorch having
practically ceased to exist, the charterer claims
that the owner has broken the agreement and
is liable to pay as damages for breach of the
charter party the value of the salvage apparatus
on board, which was lost, the cost of new
apparatus, and \$5,000 damages for the delay
rendered necessary in commencing the salvage
operations, whereby it is alleged a quantity
of the cargo was lost to the salvor (the
charterer). The charterer, moreover, contends
that the \$1,550 paid in advance for the first
month hire must be refunded by the
owner. It is well to first place to con-
sider what are the well-known principles of
law where the performance of a contract
becomes impossible owing to the perishing of
the thing which is the subject matter of the
contract. These principles were fully discussed
and clearly established in 1833 in the well-known
case of *Taylor v. Caldwell*, 3 Best and Smith's
Reports, page 238. There, A agreed with B to
give him the use of the Surrey Music Hall on
certain specified days for the purpose of giving
four concert parties, at a rental of £100 for
each of the four days. The agreement had no
express stipulation for the event of the
destruction of the Hall by fire. This event,
unfortunately, occurred, and the Hall was burnt
down before the first concert day. Therefore,
B, who had been put to considerable expense in
advertising and preparing for the concerts, sued
A, alleging that as A had agreed to let the Hall
without expressly excepting fire, he was liable
to pay damages for breach of contract. Black-
burn, J. (afterwards Lord Blackburn), however,
held that the plaintiff could not recover. In a
learned judgment, after reviewing the Roman
law as to obligations of *corpo re*, and stat-
ing the principle to be that the *res* or *corpo re*
certi is freed from his obligation when the thing
has perished, neither by his act nor his neglect
and before he is in default, unless by some stipu-
lation he has taken on himself the risk of the par-
ticular thing which has perished, he was liable
to point out that common law authorities sta-
blish that in such a contract, the same condition
of the “continued existence of the thing” is im-
plied by English law. After discussing such
contract as promises to marry, to paint a
picture, apprenticeship deeds and other cases
where the implied condition is of the life of
a human being, he goes on to discuss others
in which the same implication is made as to the
continued existence of a thing. Thus, at
page 239, he sums up by saying, “The principle
seems to be that in contracts in which the
performance depends on the continued existence
of a given person or thing, a condition is im-
plied that the impossibility of performance
arising from the perishing of the person or
thing shall excuse the performance.” He con-
tinues as follows (referring to the cases
he has discussed): “In none of these cases
is the promise in words other than
positive, nor is there any express stipulation
that the distinction of the person or thing shall
excuse the performance; but that excuse is by
law implied, because, from the nature of the
contract, it is apparent that the parties con-
tracted on the basis of the continued existence
of the particular person or chattel.” That
judgment has been followed and approved
up to the present day from the case of *Applyby
v. Myers*, L. R. 2 Common Pleas, page 651, to
Elliot v. Crutcher, decided last June and
reported in the Times Law Reports, vol. 19,
page 548. In the case I am deciding, a
particular lorch was to be let for the disposal
of the charterer for the purpose of the thing
which was to be done, and the lorch was to
be used for the purpose of the thing. The parties,
in my opinion, contracted on the basis of the
continued existence of the lorch. Without any
negligence on the part of anyone, the vessel
ceased to exist, and it seems to me that
there is an implied condition that, the destruc-
tion of the vessel excused the further
performance of the contract. It was, how-
ever, urged upon me that admitting that
the doctrine to which I have referred held
good as regards ordinary contracts, it did
not hold good in the case of a shipowner and
charterer. Undoubtedly, special liabilities have
been imposed on carriers both by land and sea.
If the carrier by sea wishes to exonerate himself
from liability for loss of the goods entrusted
to him he usually provides against certain con-
tingencies by the “exceptions” contained in the
bill of lading or the charter party, as the case
may be. One can understand that, in the early
days, when the law of common carriers was
established, it was easy to protect the public
against fraud. In delivery of judgment at
Riley v. Hous, 5 Bingham, page 217, C. J.
Best said (A.D. 1828):—“When goods are
delivered to a carrier they are usual no longer
under the eye of the owner; he seldom follows
or sends any servant with them to the place of
their destination. If they should be lost or
injured by the grossest negligence of the
carrier or his servants or stolen by them or
thieves in collusion with them, the owner
would be liable to prove either of these causes
of loss; his witnesses must be the carrier's
servants, and they knowing that they could not
be contradicted, would excuse their master and
themselves. To give due security to property
the law has added to that responsibility of a
carrier which immediately arises out of his
contract to carry for a reward, namely, that
of taking all reasonable care of it, the
responsibility of an insurer. From his
liability as an insurer the carrier is only
to be relieved by two things, both well known
to all the country, and which happen that no
person would be so rash as to attempt to prove
that they had happened when they had not,
namely, the act of God and the King's enemies.”
It is true that the responsibility placed on a
common carrier by land, that is on a “person
engaged in the trade of carrying goods as a
regular business and who holds himself out as
ready to carry for any who wish to employ him,”
has been extended to public carriers by
water, such as barge-men, lightermen, and others.
The *Liver Alkali Company v. Johnson*, L. R.
Reports, 9 Exchequer, p. 333, shows that a
barge-owner who used to let out his vessels for
the conveyance of goods to any customers who
applied to him, and who let one under
the care of his own servants to carry a

particular customer's goods on a particular
journey, incurred a similar liability to that
of a common carrier in the absence of some-
thing to limit his liability. Indeed, in giving
his judgment, Brett J. went further than
the other judges in the case, and although it
was not necessary for that particular decision,
said:—“I think by a recognised custom of
England, every ship-owner who carries goods
for hire in his ship whether by inland naviga-
tion, or coastwise, or abroad, undertakes to
carry them at his own absolute risk, the act of
God or of the King's enemies excepted, unless
by agreement between himself and a
particular freighter on a particular voyage or
voyages, he limits his liability by further ex-
ceptions.” Of course in ordinary charter parties
the shipowner is protected against an unfair
burden being imposed on him as a carrier by
the exceptions contained in the charter party
—one of which exempts him from liability in
case of loss by “accident of the sea and naviga-
tion” or “perils of the sea,” as it is sometimes
worded. If, therefore, instead of making a
special Chinese agreement, an ordinary common
form of charter party had been used, no
question of liability on the part of the ship-
owner could have arisen in the present instance.
Because, however, such ordinary form containing
that exception was not used, must I in this
case find the shipowner liable? Was it
intended by the parties to this contract that
besides running the risk of losing \$5,000 if his
vessel was lost in this venture the ship-
owner was to take upon himself the risks
of an insurance of all the apparatus
and cargo put on board his vessel whatever
their value might be? Was it intended that
he should warrant that the lorch should
not be lost by “perils of the sea” during
the three months for which she was hired?
It appears to me, rather, that the ordinary
form of charter party was not used because
this was not an ordinary common agreement
between a freighter and a carrier, but rather a
special agreement for a particular and dangerous
service on which the lorch was to be employed
for three months in relation to the salvage
operations contemplated by the charterer. He
was the person to save the wrecked cargo.
He was the person who got the two
pilots put on board and agreed to pay
them, presumably to direct the course of the
vessel. He was the person who had liberty
“to direct the vessel to sail or stop.” There
was no express contract to carry the instru-
ments for raising the goods, that is to say the
pulleys, blocks, cables, ropes, divers, etc., to be
used for dredging the goods, which were to be
supplied by the charterer. They might have
been put on board at Mindoro, if they had been
available there, though no doubt, as the char-
terer was to have the use of the vessel for three
months, he had a right to put those and other
things on board where and when he liked. I
do not consider this to be a contract merely for
the carriage of certain goods giving rise merely
to the relation of freighter and carrier.

It seems to me rather to be a charter of a
special kind, and on the whole I have come
to the conclusion that the principle set forth
in *Taylor v. Caldwell* applies. This prin-
ciple is fully recognised in the text-books
dealing with the hire of ships, and I may fitly
quote with approval Section 256 of Carver's
work on carriage by sea. He says: “Where the
obligation is to load specific goods and these are
destroyed before the time for loading has
arrived, without fault of the charterer, it may
be that his obligation is at an end, or, if the
contract were to load part of a specific cargo or
part of the produce of a particular mine and
the crop or mine failed, without default of the
charterer, in such a case also he would probably
be excused his failure to load. The presumption
in such cases is that the parties intended their
contract to depend upon the existence of the
contemplated subject matter. Where from
the nature of the contract, it appears that
the parties must from the beginning have
known that it could be fulfilled unless
some particular specified thing continued
to exist, so that when entering into the
contract they must have contemplated
such continued existence as the foundation of
what was to be done, then in the absence of any
express or implied warranty that the thing shall
exist, the contract is not to be construed as a
positive contract, but as subject to an implied
condition that the parties shall be excused in
case, before breach, performance becomes
impossible from the perishing of the thing
without default of the contractor.” Mr. Carver
adds a note to his authorities for this state-
ment, the chief of which is *Taylor v. Caldwell*.
He also points out earlier in his book that
a charter party may be made for other pur-
poses than the mere carriage of goods, as, for
instance, for salvage services, and in such
case, he says, the rules with regard to contracts
of carriage may not be applicable. On the
whole, having regard to the contract and the
circumstances, I decide that the loss of the
vessel exonerated both parties from further
performance of the contract. According to the
well-known principles of law (applied in the
recent case of *Hobson v. Paterson & Co.*, 19
Law Times Reports, page 185, and the cases
therein cited) what was paid in advance cannot
be recovered back. Judgment must, therefore,
be for the owner in the counter claim with
costs.

Mr. Morgan Phillips, barrister-at-law (in-
structed by Mr. J. Hays, of Messrs. Hays,
Stokes & Master, solicitors), appeared for the
owner, and Mr. M. W. Slade, barrister-at-
law (instructed by Mr. N. H. Davis, of Messrs.
Wilkinson & Grist, solicitors), for the
charterer.

On the application of Mr. Slade, His Lord-
ship agreed to stay execution on the original
judgment for \$1,339.21 for three weeks,
condition that the defendant in the action paid
into Court within one week what was now due
on that judgment.
The stay was granted in order that the
charterer may appeal, if he wishes to do so.
The Court adjourned sine die.

VIEWS OF HONGKONG

ILLUSTRATED POST CARDS
Coloured, Write-Away Cards, &c.,
For Sale at GEAGA & CO.'S, Stall at
HONGKONG HOTEL CORRIDOR.

Also
Used and Unused Foreign and Colonial
POSTAGE STAMPS
in Sets, Packets, Single, King Edward VII
Albums, Catalogues, Hinges, &c., &c.
Inspection invited.
Hongkong, 12th June, 1903. [2011]

CHEONG SHING.

GENERAL EXPORTERS.
DEALERS IN
JEWELLERY, DIAMONDS, PEARLS,
PRECIOUS STONES, SILKS, IVORY
WARES, EMBROIDERIES AND
POUNCE SILK.
Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL
(Opposite Messrs. C. J. GAUPP & Co.).
Hongkong, 16th May, 1903. [2303]

WM. POWELL, LD.,
GENERAL DRAPERS, HIGH-CLASS DRESSMAKERS, AND
GENTLEMEN'S OUTFITTERS,

28 & 34, QUEEN'S ROAD

LADIES' AND CHILDREN'S DEPARTMENTS,

OPPOSITE THE POST OFFICE (FIRST FLOOR UPSTAIRS).

GENTLEMEN'S DEPARTMENT,

28, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

WM. POWELL, LD.

JUST RECEIVED.

A shipment of

PORCELAIN CIGAR CASES

for household use. Capacity—One and Two Hundred Cigars each.

Guaranteed to keep Cigars dry in a damp climate, and moist in a dry climate, combin-
ing utility with beauty and security, with a perfect preservation of Cigars. Would be pleased
to have you inspect these PORCELAIN CIGAR CASES.

KRUSE & CO., CONNAUGHT HOUSE.

NOBEL-GLASGOW EXPLOSIVE 3.

DYNAMITE,

GELATINE-DYNAMITE,

BLASTING GELATINE AND GELIGNITE,

DEFONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHWAI.

AGENTS—

JARDINE, MATHESON & CO.

BUTTERFIELD & SWIRE,

Agents.

LONDON AND LANCASHIRE

ROYAL EXCHANGE

PALATINE

ORIENT

Fire Insurance Companies.

Hongkong, 18th August, 1903.

[1310-2]

JAPAN



COALS.

MITSUI BUSSAN KAISHA
MITSUI & CO.

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LINE STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Canton, Tientsin, Newchwang, Port Arthur, Seoul, Cheampoo, Yokohama, Yokohama, Yokohama,
Nagoya, Osaka, Kobe, Kure, Shimoroseki, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchino, Suway, Maiduru, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Farous Miike, Tagawa, Yamano and Ida Coal Mines, and
SOLE AGENTS for Hokoku, Hodo, Kanada, Enjinbana, Hamada, Mannoura, Oany, Oany,
Sasahara, Teutokawa, Yoshitani, Yoshio, Yunchihara, and other Coals.
N. INUZUKA, Manager, Hongkong

THEODORO VAFIADIS & CO

MANUFACTURERS OF HIGH-CLASS

FACTORY: CAIRO, EGYPT

EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace)

PURVEYOR TO THE BRITISH FIELD FORCE
CANTERNS IN SOUTH AFRICA.

BRANCHES:

BOMBAY.....20, ESPRANADE ROAD.

CA CUTTA.....4, DALHOUSIE SQUARE.

RANGOON.....72, MERCHANT STREET.

LONDON.....10, BISHOPSGATE ST., E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—
MESSRS. KRUSE & CO. HONGKONG.

SHIPPING.

ARRIVALS.

Aug. 21, Tr. Norwegian str. 1,418, Danielsen, Hongkong 18th Aug. Coal.—SHEWAN, TOMES & CO.
 Aug. 22, Tr. Portuguese g.b.t., Diogo de Sa from Macao.
 Aug. 22, Esang, British str., from Canton.
 Aug. 22, HAILAN, French str. 377, Andersen, Pakhoi and Hailan 21st August, General.
 A. B. MARY.
 Aug. 22, Kewlin, British str., from Canton.
 Aug. 22, Lombardia, Italian cruiser, 2,401, Pastorelli, Amoy 21st August.
 Aug. 22, MARIA RICKMERS, German str. 1,017, H. Bandelin, Swatow 21st Aug. General.—ARNOLD, KARR & CO.
 Aug. 22, NANYANG, German str. 983, E. Hass, Hailan 18th August, Ballast.—SANDER, WIELE & CO.
 Aug. 22, PITANULOK, German str. 1,267, C. Fuchs, Bangkok 15th August, Rice.—BUTTERFIELD & SWIRE.
 Aug. 22, SUNKIANG, British str. 1,021, A. W. Outerbridge, Manila 19th August, Noon.—BUTTERFIELD & SWIRE.
 Aug. 22, THALES, British str. 820, A. J. Robinson, Coast Ports 21st August, General.—DOUGLAS LARSEN & CO.
 Aug. 22, THEA, German str. 933, Ohlerich, Chetoo 15th August, General.—CHINESE.
 Aug. 22, YAPING, British str. 1,511, R. Rodger, Manila 18th August, General.—SHEWAN, TOMES & CO.
 Aug. 23, ANNA, Norwegian str. 773, O. Olsen, Japan 17th August, Coal.—ORDE.
 Aug. 23, CHOWTAL, German str. 1,052, J. Kohler, Bangkok 17th August, Rice, Wood and General.—BUTTERFIELD & SWIRE.
 Aug. 23, DAIGI MARU, Japanese str. 864, T. W. Groves, Tamsui 18th August, General.—OSAKA SHOSHEN KAISHA.
 Aug. 23, EMPIRE, British str. 4,496, P. T. Helms, Kobe 18th August, General.—CHINA LIVINGSTON & CO.
 Aug. 23, GLAUCUS, British steamer, 3,390, J. Milbush, Singapore 18th Aug., General.—BUTTERFIELD & SWIRE.
 Aug. 23, KWANGSHI, Chinese str. 1,505, R. Lincoln, Shanghai 20th August, General.—CHINESE.
 Aug. 23, ONSANG, British str. 1,787, J. T. Davies, Moji 15th Aug., Coal.—JARDINE, MATHESON & CO.
 Aug. 23, RAILLON, Japanese str. 2,390, Bishop, Hailan 20th August, General.—OSAKA SHOSHEN KAISHA.

CLEARANCES.

At the Harbour Master's Office, 22nd August.
 Andrew Rickmers, German str., for Swatow.
 Bender, British str., for Nagasaki.
 Dainin Maru, Japanese str., for Swatow.
 Gakko, British str., for Hongkong.
 Huanan, British str., for Cebu.
 Kewlin, German str., for Swatow.
 Kewlin, British str., for Ningbo.
 Maiduru Maru, Japanese str., for Swatow.
 Pichaburi, German str., for Swatow.
 22nd August.
 ALBANY, American cruiser, for Chetoo.
 CHUOANG, British str., for Shanghai.
 CINCINNATI, American cruiser, for Chetoo.
 CITY OF PEKIN, Amer. str., for San Francisco.
 CLAREHILL, British str., for Manila.
 HAKATA MARU, Japanese str., for Singapore.
 HUBON, British str., for Moji.
 INDEPENDENT, German str., for Saigon.
 INDIAPURA, British str., for Moji.
 NINGBO, British str., for Shanghai.
 PANGLOSS, German str., for Bangkok.
 PINGSON, British str., for Liverpool.
 RAILHON, American cruiser, for Chetoo.
 TRIGLAV, Austrian str., for Swatow.
 TYN, Norwegian str., for Canton.
 VALE OF LOON, burque, for Rajang.
 22nd August.
 BENALDER, British str., for Nagasaki.
 DAININ MARU, Japanese str., for Tamsui.
 GUTHRIE, British str., for Hongkong.
 HUANAN, British str., for Cebu.
 MAIDURU MARU, Japanese str., for Coast Ports.
 SOCOTRA, British str., for Shanghai.

VESSELS IN DOCK.

At the Harbour Master's Office, 22nd August.
 Kewlin, British str., for Cebu.
 Sialan, U.S.S. Calico, Hyacin, Penabulocher.
 Cosmopolitan, U.S.S. Calico, Hyacin, Penabulocher.
 Helen, Wyman, Changsha.

SHIPPING REPORTS.

The Japanese steamer *Dainin Maru*, from Tamsui 18th inst., had S.W. breeze and smooth water; met typhoon between Tamsui and Amoy. The British steamer *Queen Mary*, from Moji 14th inst., had heavy S.E. gale as far as Tamsui and Island; thence light variable winds and smooth sea to port. Passed derrick sailing craft off Breaker Point, in lat. 22° 55' N. long. 116° 48' E.
 The British steamer *Thales*, from Coast Ports 18th inst., had strong N.E. gale and heavy sea to Hailan Straits; thence to Amoy strong S.W. breeze, high head sea and violent rain squalls. From Amoy to Swatow strong breeze and rough head sea, weather heavy. From Swatow to port light S.W. wind, smooth sea and heavy rain. Yards in Amoy: *Queen Mary*, *Thales*, and *M. Stearns*; in Swatow—*Yikang*, *Kalgan* and *Thania*.

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEROT-POSTE FRANCAIS.

FOR SHANGHAI.

THE Company's Steamship
 "SALAZIE."
 Captain Noyce, will be despatched for the above port on or about MONDAY, the 24th inst.
 For Freight or Passage, apply to
 G. DE CHAMPEAUX, Agent.
 Hongkong, 18th August, 1903. [2]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW.
 THE Company's Steamship
 "THALES."
 Captain Robson, will be despatched for the above ports TO-MORROW, the 25th inst., at 10 a.m.
 For Freight or Passage, apply to
 DOUGLAS LARSEN & CO., General Managers.
 Hongkong, 22nd August, 1903. [2667]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Company's Steamship
 "LAISANG."
 Captain M. Courty, will be despatched for the above ports TO-MORROW, the 25th inst., at Noon.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO., General Managers.
 Hongkong, 18th August, 1903. [2664]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEROT-POSTE FRANCAIS.

STEAM FOR: SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEK, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 25th August, 1903, at 1 p.m., the Company's Steamship "CALEDONIAN," Captain Macdonald, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.
 This Steamer connects at COLOMBO with the Australian line s.s. "Armadah" bound for MARSEILLES via BOMBAY & ADEK.
 Cargo and Species will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.
 Shipping Orders will be granted till Noon only on Monday, the 24th August. Species and Parcels received until 4 p.m. on the same day. No cargo will be received on board on Tuesday.
 Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
 For further particulars, apply at the Company's Office.
 G. DE CHAMPEAUX, Agent.
 Hongkong, 18th August, 1903. [2]

SHIRE LINE STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE "MERIONETHSHIRE,"
 Captain G. C. Gandy, will be despatched as above TO-MORROW, the 25th August.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO., Agents.
 Hongkong, 18th August, 1903. [2168]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin, and QUEENSLAND PORTS, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)
 THE Steamship
 "EMPIRE."
 Captain P. T. Helms, will be despatched for the above ports on WEDNESDAY, the 26th inst., at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.
 The Steamer is fitted throughout with the electric light.
 A stewardess and a duly qualified surgeon are carried.
 N.B.—To ensure the additional comfort of passenger, the Steamer of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 5th August, 1903. [2204]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE "BARON DRIESEN," Captain H. Pfalz, will be despatched on WEDNESDAY, the 26th inst., to be followed by the s.s. "NORDKYN" later.
 For Freight, i.e., apply to
 SHEWAN, TOMES & CO., General Agents.
 Hongkong, 24th July, 1903. [2354]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEK, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AMERICAN PORTS.
 THE Steamship
 "VALLETTA."
 Captain W. B. Palmer, R.N.R., carrying H.M. Majesty's Mails, will be despatched from this Port for Bombay, etc., on SATURDAY, the 29th AUGUST, at Noon, taking passengers and cargo for the above ports.
 Silk and Valables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
 Parcels will be received at this Office until 1 p.m. the day before sailing. The contents and value of all packages are required.
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
 For further particulars, apply to
 E. A. HEWETT, Superintendent.
 Hongkong, 18th August, 1903. [1]

FOR KWAN CHAU WAN, CHUK UM AND LAICHOW.

THE Steamship

"SWIFT."
 Captain A. E. Monger, will have quick despatch for the above ports.
 For Freight, apply to
 CHI WO, Agents, Wing Wo Lane.
 Hongkong, 20th August, 1903. [2342]

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.
 STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION UNRIVALLED. TABLE DUTY QUALIFIED SURGEON CARRIED.
 BUTTERFIELD & SWIRE, AGENTS.
 Hongkong, 31st July, 1903. [1964]

TOYO KISEN KAISHA

MANILA

LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

REGULAR SERVICE

BETWEEN HONGKONG AND MANILA IN 48 HOURS.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

STEAMSHIP CAPTAIN TONS SAILING DATE.

"ROHILLA MARU" E. P. Bishop 3863 Wednesday, 26th August, at 11 a.m.
 "ROSETTA MARU" H. S. Smith 3876 Tuesday, 1st September, at 11 a.m.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]



TOYO KISEN KAISHA

MANILA

LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
 Hongkong, 22nd August, 1903.

K. NAKASHIMA, Manager. [478]

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO. LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 22nd August.
GLASGOW and LIVERPOOL...	"DEUCALION"	On 4th September.
GLASGOW and LIVERPOOL...	"AGAMEMNON"	On 9th September.
GLASGOW and LIVERPOOL...	"JASON"	On 17th September.
GLASGOW and LIVERPOOL...	"PAK LING"	On 23rd September.
GLASGOW and LIVERPOOL...	"CALCHAS"	On 1st October.

HOMWARDS.		
FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"KINTUCK"	On 15th September.
MARSEILLES, LONDON and ANTWERP	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.
MARSEILLES, LONDON and ANTWERP	"AGAMEMNON"	On 13th October.
MARSEILLES, LONDON and ANTWERP	"JASON"	On 20th October.
MARSEILLES, LONDON and ANTWERP	"PAK LING"	On 27th October.

TRANS-PACIFIC SERVICE.		
FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBÉ, and YOKOHAMA.	"DEUCALION"	On 6th September.
The s.s. "TELEMACHUS" left Tacoma on the 9th inst., for Japan ports and Hongkong. The s.s. "GLAUCUS" left Singapore on the 18th inst., a.m., and is due here on the 22nd inst.	"CALCHAS"	On 2nd October.

For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 21st August, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"KWEILIN"	On 24th August.
CHEFOO and TIENTSIN	"KWEIYANG"	On 28th August.
MANILA	"SUNGKIANG"	On 28th August.
ILOILO	"WUCHANG"	On 4th September.
MANILA	"CHANGSHA"	On 14th September.

PORT DARWIN, THURSDAY, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table, A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 22nd August, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA OF JAPAN, MOJI, KOBÉ AND YOKOHAMA FOR PORTLAND, OREGON
OPERATING IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP TONS CAPTAIN TO SAIL ON
"INDRAVALLI" 5,197 R. P. Craven September 13, 1903
"INDRAVALLI" 4,899 W. E. Craven October 14, 1903
"INDRAVALLI" 4,899 A. E. Hollingsworth November 14, 1903
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 22nd August, 1903.

FOR CHEMULPO, DALNY AND PORT ARTHUR
(Calling at SHANGHAI.)
THE Steamship

"SULLBERG."
Captain Meyer, will be despatched for the above ports on SATURDAY, the 29th inst., at 5 P.M.
For Freight, or Passage, apply to
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 21st August, 1903. [2356]

FOR NAGASAKI & VLADIVOSTOK.
(Calling at GENSAN.)
THE Steamship

"SAVOIA."
Captain Deimat, will be despatched for the above ports on MONDAY, the 31st inst., at 5 P.M.
This Steamer has superior accommodation for First-Class Passengers and carries a Doctor.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 21st August, 1903. [2357]

REGULAR STEAMSHIP SERVICE TO NEW YORK
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG, 1903.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"MOGUL"	5,197	R. P. Craven	September 13, 1903
"BRAEMAR"	4,899	W. E. Craven	October 14, 1903
"SATSUMA"	4,899	A. E. Hollingsworth	November 14, 1903
"SHIMOSA"			
"KURUMISTAN"			
"RICHMOND CASTLE"			

For Freight and further information, apply to
DODWELL & CO., LD.
Agents.
Hongkong, 21st August, 1903. [1125]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:
"COLUMBIA," British 4-m. barque, W. J. Davis—Steamer Co. Ltd.
"HELEN WYMAN," Amr. barque, D. A. Vanhook—Captain.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."
Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao (week days) at about 9 P.M. and (Sundays) about 8 P.M.
FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.
2nd Class \$1.50. Return Ticket \$2.50.
3rd Class \$1. Steerage 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5.
The Steamer runs an Excursion Trip Every Sunday in Summer.
SAM WANG & CO., LD.
81, Queen's Road Central.
Hongkong, 24th July, 1903. [2112]

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer
"PINGSUEY"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 21st instant.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 27th inst.
No Claims will be admitted after the Goods have left the steamer Godown and all Goods remaining undelivered after the 27th inst. will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 3rd prox., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 20th August, 1903. [10-12]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"BOCOTRA."
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary, before 1 P.M., To-day, the 20th inst.
Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 20th August, 1903. [1]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD.
HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"BAYERN."
OF THE NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M., To-morrow, the 19th inst.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th August will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 25th August, at 9.30 A.M.
All Claims must reach us before the 29th August, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.
Hongkong, 18th August, 1903. [5]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "BENALDER"
FROM ANTWERP, LONDON AND STRAITS.
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 27th inst. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 2nd prox., or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 21st August, 1903. [2356]

R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP DEALER.
No. 39, WYNDHAM STREET, HONGKONG.
Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.
Is also prepared to purchase and POSTAGE STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [1586]

TO LET.

ONE ROOM, suitable for an Office, opposite the Banks.
Apply—
H. C.
Care of Daily Press Office.
Hongkong, 28th July, 1903. [2025]

TO LET.

TWO SPACIOUS NEW GODOWNS, very suitable for Dry Goods.
Apply to—
W. LYSAGHT,
153, Wanchai Road.
Hongkong, 15th April, 1903. [1168]

TO LET.

NO. 13, KNUXTFORD TERRACE, Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 15th August, 1903. [2357]

TO LET.

NO. 12, CASTLE ROAD.
Nos. 15, 17, 19 and 21, SEYMOUR ROAD, GODOWN, No. 32c, PRAYA EAST.
Apply to—
COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 6th August, 1903. [3218]

VERY Comfortable and Airy ROOM to LET, with or without Board, with English family (musical). Centrally situated, in excellent and quiet locality, at foot of hill, about three or four minutes from town.
Apply—
ADVERTISER,
Care of Daily Press Office.
Hongkong, 18th August, 1903. [2329]

TO LET.

COMMODIOUS New Buildings in SEYMOUR ROAD, Nos. 1, 3, 5 and 7. Suitable for European Families. Terms Moderate.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 14th August, 1903. [2295]

TO LET.

FLATS in MORETON TERRACE, CAUSEWAY RAY, facing the Polo Ground. No. 2, NIPON TERRACE (in FLATS). GODOWN at BOWHINGTON (PRAYA).
HOUSES in LEIGHTON HILL ROAD.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 8th June, 1903. [71]

TO LET.

ONE FIRST-CLASS SPACIOUS GODOWN at West Point.
Apply to—
"GODOWN,"
Care of Daily Press Office.
Hongkong, 16th June, 1903. [1719]

TO LET.

ONE GODOWN, No. 2 MATHESON STREET, Wanchai.
No. 5, STEWART TERRACE, PEAK, furnished, from 5th June to 31st August, 1903.
No. 5, BELLIOS TERRACE.
For terms and particulars, apply to—
LINSTEAD & DAVIS.
Hongkong, 8th August, 1903. [1046]

TO LET.

2ND FLOOR, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 10th July, 1903. [1881]

TO LET—UNFURNISHED.

"COOMBE" MAGAZINE GAP Available from 1st April.
Apply—
Daily Press Office.
Hongkong, 16th February, 1903. [542]

GODOWN TO LET.

NO. 155, PRAYA EAST. Spacious Two-storied Godown. Suitable for Yarn or Cals.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 11th July, 1903. [1983]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95 and 99, PRAYA EAST.
Apply to—
H. N. MODY,
Victoria Buildings.
Hongkong, 2nd December, 1902. [82]

PRIVATE BOARD AND RESIDENCE.

14, QUEEN'S ROAD CENTRAL (Entrance by Zetland Street), Opposite Messrs. Kelly & Walsh, Booksellers.
Hongkong, 11th July, 1903. [1687]

BOARD AND RESIDENCE.

MRS. GILLANDERS.
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1903. [915]

"TANG YUEN."

BOARDING ESTABLISHMENT.
SUMMER RATES. European Supervision. Excellent Cuisine and Accommodation.
Apply—
MAJAGESS,
Macdonnell Road.
or
FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1903. [681]

BOARD AND RESIDENCE.

BOARD and Lodging at ALEXANDRA HOUSE, above Wai, Powell, Ltd.
Apply to JOHN LIVESLEY, same address.
Commencing from 1st of September, 1903.
Hongkong, 21st August, 1903. [2358]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

TO LET.

NO. 1, CAMERON VILLAS (PEAK). A Six-Roomed Bungalow in first-class condition.
Apply to—
LINSTEAD & DAVIS,
Hongkong, 24th June, 1903. [1818]

TO LET—WITH IMMEDIATE POSSESSION.

TWO SUITES of ROOMS in the Ground Floor of the Hongkong Club Annex, suitable for Offices.
Apply to the undersigned.
C. B. GRACE,
Secretary,
Hongkong Club.
Hongkong, 18th June, 1903. [1757]

TO LET.

NO. 2, "MAGDALEN TERRACE," MAGAZINE GAP.
Apply to—
SPANISH PROCURATION.
Hongkong 1st July, 1903. [73]

TO LET.

From 15th September prox.
FIRST and SECOND FLOORS, No. 17, QUEEN'S ROAD CENTRAL. Suitable for Offices.
Apply to—
FR. BLUNCK,
Silk Loco Manufacturer.
Hongkong, 11th August, 1903. [2246]

TO LET.

NO. 10, SEYMOUR TERRACE. \$99 Exclusive of Taxes.
No. 10, WYNDHAM STREET, STILLINGFLETE, PEAK ROAD. Six Rooms.
No. 24, CAINE ROAD.
And others to suit various requirements.
S. A. SEITH,
Land and Estate Broker.
Hongkong, 12th August, 1903. [1398]

TO LET.

18, ROBINSON ROAD.
Apply to—
AHMED RUMJAHN,
82, Queen's Road.
Hongkong, 1st July, 1903. [1886]

PURE FRESH WATER

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Dock and Boilers.
Call Flag W.
J. W. KEW,
Manager,
1st Floor, 37, Caninaught Road.
Hongkong, 13th June, 1903. [1703]

"THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest. Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East. The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.
Price \$1.50.
On Sale at "NORTH CHINA HERALD" OFFICE, Shanghai.
Messrs KELLY & WALSH, Hongkong, and all leading Booksellers in the Far East
Hongkong, 14th February, 1903.

ON SALE.

THE DIRECTORY AND CHRONICLE FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY AND HONG LIST AND THE FAR EAST FOR 1903.
THE FORTY-FIRST ANNUAL ISSUE.



CLEANSE YOUR BLOOD

WITH GRIMAUD & CO'S SARSAPARILLA!

For eruptions, scrofula, boils, ulcers, sores, carbuncles, pimples, blotches, and all disorders originating in vitiated blood, this medicine is the most reliable and most economical and contains no mercury or dangerous minerals. No other blood-purifier gives equal satisfaction or is so universally in demand.

GRIMAUD & CO
8, rue Vivienne, PARIS (France)
Sold by all dealers.

189-1

EXQUISITE IN FLAVOR.

Highly concentrated, perfect in solubility, hence the most nourishing and easily digested.

van Houten's
Cocoa

is a perfect beverage, light and delicate, invigorating and sustaining. It is easy to make, and cheaper in use than any other.

Best & goes farthest.

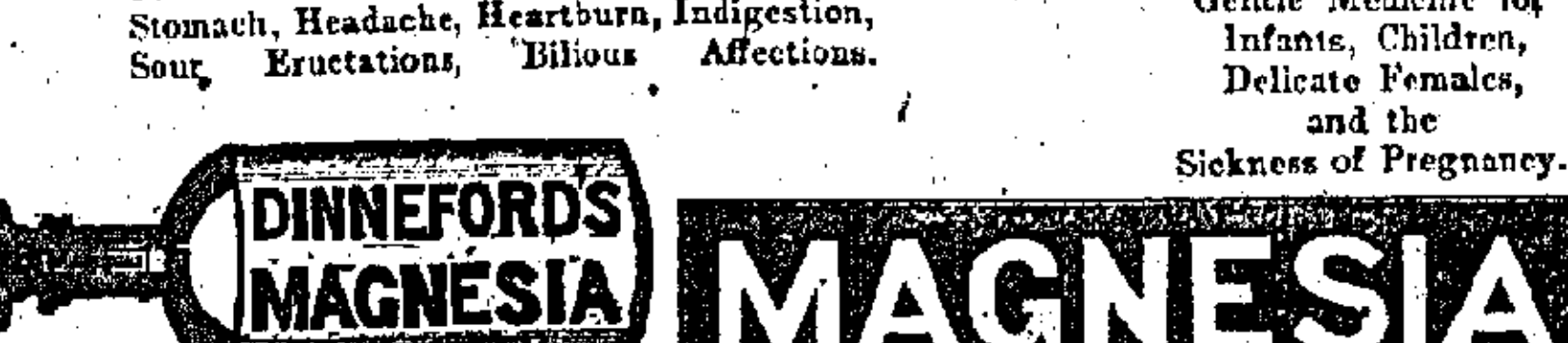
2417-8

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickens of Pregnancy.



BENGER'S FOOD

For INFANTS, INVALIDS, & THE AGED.

Delicious, Nutritive, Digestible.

BENGER'S FOOD is sold in TINS by Chemists, etc., Everywhere.

From an Eminent Surgeon—

"After a lengthened experience of Foods both at home and in India, I consider 'Benger's Food' incomparably superior to any I have ever prescribed."

60-2

POST OFFICE NOTICES.

The *Satellite*, with the French Mail of the 24th ult., left Saigon on Friday, the 21st inst., at 2 p.m., and may be expected here to-day. This Packet brings replies to letters despatched from Hongkong on the 20th June.

The *Nippon Maru*, with the American Mail of the 21st ult., left Yokohama on Thursday, the 20th inst., at 11 a.m., and may be expected here on or about Friday, the 28th inst.

MAILS WILL CLOSE.

FOR	PER	DATE
Canton	Hankow	Monday, 24th, 9.30 a.m.
Sourabaya	Hinsang	Monday, 24th, 11.00 a.m.
Bangkok	Kong Beng	Monday, 24th, 11.00 a.m.
Macao	Hongshan	Monday, 24th, 1.15 p.m.
Swatow, Chefoo and Tientsin	Kweilin	Monday, 24th, 3.00 p.m.
Ningpo and Shanghai	Edward Bury	Monday, 24th, 4.00 p.m.
Singapore	Hanoi	Monday, 24th, 5.00 p.m.
Hohow and Beihong	Kinsan	Monday, 24th, 5.00 p.m.
Canton	Winghai	Monday, 24th, 5.00 p.m.
Pekhai	Tai Chin	Monday, 24th, 5.00 p.m.
Macao	Lee Wing	Monday, 24th, 5.00 p.m.
Namiao	Sichan	Monday, 24th, 5.00 p.m.
Swatow	Thakoo	Tuesday, 25th, 9.00 a.m.
Amoy and Foochow	Tatsung	Tuesday, 25th, 10.00 a.m.
Singapore, Penang and Calcutta		

Europe, &c., India via Tutuoria.
(Late Letters 11.10 to 11.30 a.m. Extra Postage 10 cents.)
(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail.)

Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., & Seattle.
Samarang, Thursday, 24th, 10.00 a.m.
Timor, Port Darwin, Townsville, Brisbane, Sydney and Melbourne.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)
(Supplementary mail on board up to the time of departure of the mail.)
Extra Postage 10 cents.

Manila, Cebu and Pionta.

TO-DAY.
Sale, Crown Land, Public Works Department, 3 p.m.
Ordinary Half-yearly Meeting of Hongkong and Whampoa Dock Co., Ltd., noon.
TO-MORROW.
Sale, Household Furniture, 31, Caine Road, Mr. Geo. P. Lummett, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

22nd August.	
LONDON.	
Telegraphic Transfer	1.97
Bank Bills, on demand	1.91
Bank Bills, at 30 days sight	1.10
Bank Bills, at 4 months sight	1.10
Credits, at 4 months sight	1.10
Documentary Bills, 4 months sight	1.10
PARIS.	
Bank Bills, on demand	2.25
Credits, at 4 months sight	2.25
GERMANY.	
On demand	1.86
Bank Bills, on demand	4.4
Credits, 60 days sight	4.4
BOMBAY.	
Telegraphic Transfer	1.36
Bank, on demand	1.36
CALCUTTA.	
Telegraphic Transfer	1.36
Bank, on demand	1.36
SHANGHAI.	
Bank, at sight	7.72
Private, 30 days sight	7.72
YOKOHAMA.	
On demand	8.8
MANILA.	
On demand	Nominal.
SINGAPORE.	
On demand	Nominal.
BATAVIA.	
On demand	1.09
HAIPHONG.	
On demand	1.1 p.m.
SAMARANG.	
On demand	1 p.m.
BANQUE.	
On demand	6.3
VERMION, Bank's Buying Rate	10.95
G. I. D. LEAF, 100 fine, per ton	58.50
S. SILVER, per oz.	2.5

VESSELS EXPECTED.

THE FRENCH MAIL.
The M.M. steamer *Satellite* left Saigon on the 21st inst., at 2 p.m., for this port, and is due here to-day, about noon.

THE INDIAN MAIL.
The steamer *Lightning* left Singapore for this port on the 18th inst., p.m.

The U.S. steamer *Kumintang* left Calcutta for this port, via the Straits, on the 15th inst., and is expected here on the 21st inst.

THE E. GLISH MAIL.
The P. & O. steamer *Edinburgh* left Singapore for this port on the 22nd inst., at 3 p.m., with the outward English mails, and is due here on the 27th inst., about noon.

THE AMERICAN MAIL.
The T.K.K. steamer *Nippon Maru* leaves Yokohama for this port, via Inland Sea, &c., on the 20th inst., a.m.

THE GERMAN MAIL.
The Imperial German mail steamer *Zieten* left Colombo on the 21st inst., p.m., and may be expected here on the 2nd prox.

THE CANADIAN MAIL.
The C.P.R. steamer *Empress of Japan* left Vancouver on the 18th inst., p.m., for Hongkong, via the usual ports of call.

MERCHANT STEAMERS.
The N.Y.K. steamer *Hitachi Maru* (European Line) left Singapore for this port on the 19th inst., p.m., and is expected here to-day.

The C. & M. steamer *Rubi* left Manila on the 22nd inst., a.m., and is due here to-day, at noon.

The Nippon steamer *Mitsubishi* left Shanghai on the 22nd inst., and is due here to-morrow morning.

The steamer *Indra* left Manila for this port on the 22nd inst., and is due here to-morrow.

The N.Y.K. steamer *Shinano Maru* (European Line) left Shanghai for this port on the 22nd inst., and is expected here to-morrow.

The E. & A. steamer *Kletern*, from Sydney, &c., left Port Darwin on the 18th inst. for this port, via Timor and Manila, and is due here on the 27th inst.

The Boston, Tow. Boat Co.'s steamer *Liza* arrived at Yokohama on the 18th inst.

The H.A.L. steamer *Sambit*, from Hamburg, left Singapore for this port on the 21st inst., a.m., and is due here on the 27th inst., at daylight.

The A. & S. steamer *Norddeutscher* left Singapore for this port, via Manila, on the 19th inst., and is due here on the 28th inst.

The N.P. steamer *Olympia* arrived at Yokohama on the 22nd inst.

The P. & A. steamer *Indra* left Yokohama on the 20th inst., at noon, and may be expected here on the 3rd prox.

Ideal Milk



Enriched 20 per cent.
with Cream.

Sterilized—Not Sweetened.

A Perfect Substitute for Fresh Milk.

NOTICES OF FIRMS.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.
司公限有船輪華中

THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD, CENTRAL, 2ND FLOOR.
Hongkong, 21st March, 1903. 924

CHINESE AMERICAN COMMERCIAL COMPANY.
司公美華
IMPORTERS, EXPORTERS AND MANUFACTURERS.

THIS Company's Offices are Established at Nos. 29 and 31, CONNAUGHT ROAD, opposite Douglas Fair.
Hongkong, 1st May, 1903. 1321

THE MUTUAL LIFE INSURANCE COMPANY OF NEW YORK.

RICHARD A. MCCURDY, President.

ORGANISED IN 1843.

MR. GEORGE ECKLEY has been appointed AGENCY DIRECTOR of the above Company and a Branch Office has been opened in the Hongkong Club Annex, Ground Floor, Charter Road.

By Order, BASIL H. BETTS.

Special Representative for Hongkong, China and Japan.
Hongkong, 17th August, 1903. 2315

THOMAS P. HALL.

FOR many years Master in the Service of the Douglas Steamship Company, Limited, has the honor to inform the Shipping and Mercantile Community that he has this day established himself as a

MARINE SURVEYOR.

OFFICE: J. PRINCE'S BUILDINGS.
Hongkong, 10th August, 1903. 2316

NOTICE.

THE undersigned having purchased the business and stock-in-trade belonging to MR. S. A. KADER, of No. 50, Hollywood Road, Victoria, Hongkong, beg to inform those who have any claims against the said MR. S. A. KADER to give notice to the undersigned of the nature of their claims on or before the 25th INSTANT, after which date no claim will be accepted by the undersigned.

N. F. CASSIMALLY & CO.
Hongkong, 17th August, 1903. 2326

NOTICE.

THE HONG KONG STEAMBOAT COMPANY, LIMITED.

I, LI WAI TONG, of Victoria, in the Colony of Hongkong, Gentlemen, formerly a Permanent Director of the above named Company, HEREBY GIVE NOTICE that I no longer hold any Shares in the said Company, that I am no longer a Permanent Director thereof, and that I have severed all connection direct or indirect therewith.

Dated this 21st day of August, 1903.
LI WAI TONG.

CONNAUGHT HOUSE HOTEL.

THE INTEREST & RESPONSIBILITY of HO YUT KUI in the business and lease of this above Hotel ceases as from this date.

GEO. J. CLARK, HO PO PAN, Managers.
Hongkong, 22nd August, 1903. 2370

CARMICHAEL & CLARKE, CONSULTING ENGINEERS AND SHIPBUILDERS. REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG. A. B. Code, 4th Edition. A. T. Code. Lictor's Standard Code. TELEPHONE, 222. Hongkong, 20th June, 1903. 1177

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI. A. I. B. C. Code, and Engineering Code Used.

DOCK No. 1 (at TATEGAMI). Extreme Length... 523 feet. Length on Blocks... 513 " Width of Entrance on Top... 89 " Width of Entrance on Bottom... 77 " Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAJIMA). Extreme Length... 371 feet. Length on Blocks... 350 " Width of Entrance on Top... 66 " Width of Entrance on Bottom... 53 " Water on Blocks at Spring Tide... 22 " PATENT SLIP (at KOSUGI). Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the latest improvements and are engaged in every kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. 1877

IN URANCE.

GENERAL MARINE INSURANCE COMPANY, LIMITED, OF BRESDEN.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FOREIGN and CHINESE RISKS.

HOTZ, SJACOB & CO. Hongkong, 1st September, 1902. 2327

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA. INCORPORATED 1851. Cash Security... £25,719. Total Losses Paid... £3,769,240.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERHOF & CO. Hongkong, 18th May, 1903. 144

NORTHERN ASSURANCE CO., ESTABLISHED 1836.

THE Undersigned, Agents of above Company, are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates.

TURNER & CO. Hongkong, 14th January, 1903. 216

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902. £163,871.

I. AUTHORIZED CAPITAL... £2,000,000 0 0. SUBSCRIBED CAPITAL... £750,000 0 0. PAID-UP CAPITAL... £67,500 0 0. II. FIRE FUNDS... £287,215 11 1.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO. Agents. Hongkong, 18th June, 1903. 1838

THE STATE FIRE INSURANCE COMPANY, LIMITED, OF LIVE POOL.

THE Undersigned AGENTS of the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. H. HU PHU & CO. Hongkong, 3rd August, 1903. 2183

SUN INSURANCE OFFICE, LONDON. FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO. Agents. Hongkong, 16th May, 1892. 28

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HCTZ SJACOB & CO. Hongkong, 2nd April, 1900. 15

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO. Agents. Hongkong, 20th May 1895. 127

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.

HOTZ, SJACOB & CO. Hongkong, 30th July, 1903. 12160

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFLAIX & CO. Agents for the Phoenix Fire Office. Hongkong, 17th August, 1887. 123

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHATEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agents. Hongkong, 21st April, 1897. 1113

HIGH CLASS CHRISTMAS CAKES, decorated... from \$1.00. Plain Christmas Cakes... from 0.80. German Sand Cakes... from \$1 to \$5.00. Assorted Pastry Cakes... per dozen 0.60. Scotch Buns... from 1.50. Frosted Stollen... from 2.00. Mince Pies... per dozen 2.40. Chicken and Ham Pies... from 3.00. Chicken and Ham Patties... from 2.40. Game Pies... from 5.00. Christmas Puddings to Order. Please apply to WEISMAN & CO., 142, Praya East, ANGLO-AMERICAN STORES, 64, Elgin Road, or ROYAL DEBATED WATER DEPOT, 100, House Street. Hongkong, 19th December, 1902. 1117

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons, Captain H. D. Jones.
S.S. "POWAN" 2,338 tons, Captain G. F. Morrison, R.N.R.
S.S. "FATSHAN" 2,280 tons, Captain A. W. Dixon.
S.S. "HANKOW" 3,073 tons, Captain C. V. Lloyd.
S.S. "KILSHAN" 2,860 tons, Captain J. J. Lossia.
Departures from Hongkong to Canton daily at about 7 a.m. and 10 a.m. (Sunday excepted) and at about 8 p.m. (Saturday excepted).
Departures from Canton to Hongkong daily (Sunday excepted) at about 8 a.m., 2 p.m. and 5.30 p.m.
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HUNGSHAN" 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 p.m., as per special schedule } Sunday excepted.
Do. from Macao to Hongkong daily at about 7.30 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,19 tons, Captain T. Hamlin.
This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD. AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "NANNING" 500 tons, Captain R. D. Thomas.
S.S. "SAINAM" 588 tons, Captain B. Brenck.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 6 days. These vessels have a Superior Cabin Accommodation and are lighted through out by electricity.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel); Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD.

PEERLESS SCOTS WHISKIES.

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Peg" WHISKIES at... \$13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at... \$22.00
Stop drinking rank, Smoky Stuff, because it does not come through the S.O.D.
Try HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavour Once tried, preferred to all others. Sole Agents for Hongkong, F. BLACKHEAD & Co.

KOWLOON HOTEL.

THIS Hotel is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful garden, it is an ideal place of residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon wharves, where the principal mail steamers disembark passengers, and from which there is a regular ferry service to Hongkong. Bowling Alloys and Billiards. The Cuisine is excellent. J. W. OSBORNE, F. F. JEWELL, Proprietor, Manager. Hongkong, 9th June, 1903. 1013

New "HOTEL AMERICA" New (Late German Club Building). High Class Private Hotel. No. 2, WYNDHAM STREET.

Near Post Office, Piers, Clubs, Banks, Principal Offices and Streets. Rates reasonable. American, Matron. The Cuisine is of the best; and management is under owner's direct supervision as to food, cleanliness and hygiene of the premises. The Furnishings are new and handsome; and the Bedrooms large, cool and well ventilated. Hongkong, 4th July, 1903. 1846

THOMAS' HOTEL.

A FIRST-CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.

SPECIALLY REDUCED SUMMER RATES. For Particulars, apply to— THE MANAGER. Hongkong, 16th July, 1903. 1979

HONGKONG ICE CO., LD.

OWING to the rise in Exchange the price of ICE will be REDUCED to 13 cents per lb. as from the 11th AUGUST.

WM. MCMURRAY, Acting Manager. Hongkong, 10th August, 1903. 2357

undesignated has had the Trade Mark "Y" registered in Hongkong, and for Li-Tai-Pow-cling the Trade Mark "HS" has been added. Several persons found imitating the said Trade Mark have been prosecuted and punished, but there are still persons exporting tea of inferior quality bearing imitations of our Trade Marks. Merchants should therefore carefully examine the genuine Trade Marks, and the colour and flavour of the tea to prevent deception. Anyone giving information leading to the arrest of imitators of the undersigned's Trade Mark will be amply rewarded according to the quantity of tea discovered bearing such fraudulent Trade Mark.

YUEN SHUN CHING KEE, 遠信正記. Chau Tau Tsai, Honam, Canton. 2256

CARTRIDGES. NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-Resisting. The Best Smokeless Powder in the WORLD. Price of 12-BORE CARTRIDGES: Loaded with... With Powder... Powder only, and 1 lb. of Shot. Primrose Cases... \$3.25 3.00. Paganoid Cases... 6.85 3.60. Ejector Brass Cases... 7.50 9.25. Apply to— WM. SCHMIDT & CO., Gunmakers, Hongkong. Hongkong, 3rd July, 1902. 1917

Printed and Published by BRETTAN A. HALE for the Concerned, at 14, Des Voeux Road Central, City of Victoria, Hongkong; London Office, 131, Fleet Street, E.C.

HAPIER JOHNSTONES' SQUARE BOTTLE WHISKY. SHIPPERS CUTLER, PALMER & CO., LONDON. AGENTS LANE, CRAWFORD & CO., HONGKONG.